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HOW THE RAIN CAME. A Paralyzing Proceeding to a Stranger

from McClure's Magazine. For a real lively matinee performance the coming of the rainy season in the Philippines has no end of a right to be considered.

in the Philippines.

This is the experience of one woman who supposedly arrived during the dry season: Seated at her window she could hear a roaring tattoo in the grove of abaca palms to the south. The noise neared, rose, thun-

dered. Long, lithe cocoanuts began an inexplicable bending to and fro, their tops circling in trembling descent almost to the earth, then swinging back to the spring of the bow tense trunks in a movement exaggerated and violent like that of some stage

tempest.
Out of the grove, beaten, trampled down there advanced into the open a black wall of rain, perpendicular from earth to sky. Ahead of it dust, twigs, rubbis.. suddenly ascended to heaven in rotary spirals; trees were flayed of their leaves, roofs flew up like gigantic bats.

Then her own house, strongly built, shook as with earthquake; the thatch of the roof sprang vertical, like hair that stiffens with fear, and between the interstices she saw the muddy sky stream by.

A powder of debris, of dry rot, snowed;
down upon the table, the books, the chairs
little lizards, unperched, struck the floor

little lizards, unperched, struck the floor with a squeak like that of a mechanical doll, remained as dead for a long minute, then scampered across the room and up the walls again; great black spiders, centipedes, scorpions fell; sometimes a large rat.

Then the nipa clicked back to position as a box is shut; breathless silence, a heavy immobility petrified the world. There came three or four detached, resounding raps upon the roof, and suddenly a furious roaring beating as of stones coming down, great stones chuted in thousands. down, great stones chuted in thousands, in millions—and the church, the plaza, the mountain, the whole land disappeared in a yellow swirl of waters.

Cost and Value of Parks.

From the Municipal Journal and Engineer. It is generally admitted that the best parks are bits of nature within cities to soothe tired brains and hearts and wearied nerves, by the quiet restfulness of their beauty.

From this viewpoint it is easily seen that park improvement does not mean a prodigal expenditure of money. In fact, reports from boards of assessors usually prove that money wisely spent in park improvement is money well invested. The taxable value of land in the neighborhood of parks increased immensely, adding to of parks increased immensely, adding to the municipality's income. From the re-port of the New York park commissioners, we find that Central Park, the first large park in America, and Prospect Park in Brooklyn furnish striking examples. In 1856 the assessed valuation of the three wards adjoining Central Park was \$20,429.65. In 1873 it had increased to \$236,-081,515, a gain in seventeen years of \$215,-651,950. The natural average increase of 081.515, a gain in seventeen years of \$215,-651,950. The natural average increase of the other wards in the city, where all the wards had been averaged, was \$53,000,000, making the earning capacity of the parks for the period \$163,081,545. In Brooklyn, in 1864, when Prospect Park, with its 515 acres of land, was acquired, the assessed valuation of the three neighboring wards was \$19,949,395, and at the end of three years the valuation had risen 38 per cent, or over \$7,000—which, by the way, was or over \$7,000—which, by the way, was twice the cost of the land which had been

"Bitter Week."

parked.

From the York Dispatch. 2840 Newark Street,
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Bead Master, H. P. CARTER, M. A.,
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Money Loaned Salaried People

Address.

During this week the farmers' wives of
York county will make no sauerkraut. The
week is known to them as "Bitter Week,"
and there is a firm belief, said to be backed
by experience, that sauerkraut made this
week will become bitter and worthless. The
farmer's wife would no more attempt to
make kraut this week than her spouse
would shingle his barn during the "upgobut the gallant privateer sent them all

The Old Constitution Was Counted One of the Best.

RACE WITH BRITISH FRIGATE

Story of the Prowess of Former Manof-War Ohio.

ALMOST

FORGOTTEN

Sea Battles With French, Korean, Japanese and West Indian

Pirates.

Written for The Star. "When they get the old Constitution fixed up," said the navigator, "I would like to see her tried in a race with some modern sailing ship. She used to be about as speedy a craft as there was afloat. She could outsail any man-of-war on the sea and lick anything in her class. She has men clad in ancient war costumes of Japan. At once the forts and the fleet opened upon a record of outsailing eighteen British frigates and several ships of the line. The British frigates which she captured or described in a matter of our glorious naval history.

"When Commodore Talbot went out in the Constitution to take command of the West India station at the outbreak of the the guns could be loaded and discharged, the Constitution to take command of the war with France he met, while cruising to the westward of San Domingo, a British by the rapidity and discharged, frigate commanded by an old friend of his. had recently been built, were subjects of derision among the officers of the British and French navies. They couldn't sail and they couldn't fight, and all sorts of direful things were predicted as sure to happen to them if they got caught out in a blow. The French and British were wiser afterward and their wisdom cost them some-

thing. "Commodore Talbot's British friend came on board the Constitution and looked her over. He was a sailor after all and took back all he had said about the new Yankee frigates except one thing—they couldn't sail. "What could your old ballyhoo here

said Talbot.

"'Well,' retorted the British captain, I came out by the way of the Madeiras and have some of the finest Madeira wine aboard you have ever tasted. I will bet you a cask of it against its value in money that I will beat you on the wind.'
"'Done,' said Talbot.

"'But I am just from a long cruise and you are fresh from the dockyard, said the Britisher. 'I want time to clean and 'All right,' agreed Talbot. I will give

Race Won by Constitution. "The Englishman went into port and three weeks later came out fit as a new fiddle and met Talbot at the appointed rendezvous. The British and American "The race began at daybreak the next morning at the firing of a gun and ended at sunset with the firing of another gun. The officers and crew of both vessels were on their mettle, for the Britisher was reputed the fastest saller in the fleet and the Constitution had its reputation to make. Hull was executive officer of the Constitution and kept the men on deck all day, not even allowing them to go below for meals. But he won their hearts by his splendid seamanship and from that day Hull's fame as a sailor was established in

the service.
"Well, when the gun was fired at sunset the British frigate was hull down astern and the Constitution squared away and ran down to her. The defeated Britisher came on board promptly with his cask of Ma-deira, and it is safe to say that, with extra grog forward and aft, that was a wet night on board the Constitution." "One can imagine a frigate sailing," said one can imagine a right saining, said the captain of marines, "but looking at one of those old line of battleships it seems mar-velous that they were ever handled under sail at all. But handled they were and some of them were swift sailers, too, in spite of

the fact that they looked as if they had been built by the mile and sawed off by the furlong.
"There was the old ship-of-the-line Ohio. A towering structure she was, with her one hundred and ten guns rising in three tiers along her bluff sides. She spread 6,000 square yards of canvas, enough to nearly cover two acres of ground, and carried a crew of nearly a thousand officers and men.

Yet the huge sea castle could sail. "When she was lying in Trieste there came in the bark Leopard, accounted the fastest saller afloat. She had a long record of races and had never been beaten. The captain boasted loudly of the prowess of his vessel and laughed at the idea that there was anything in the Mediterranean that could compare with her in speed.

Huge Ohio Had Speed.

"The huge Ohio and the trim and graceful Leopard put to sea at the same time, bound out of the Adriatic. The weather was "advanced" women now is another matter. rough and stormy, but both vessels set She is not to set herself to man; she is to every stitch of canvas, for the captain of the Ohio opined that he would take the the Ohio opined that he would take the boasting Leopard down a bit. The bark might be the 'leopard of the sea,' he said, 'but would find the Ohio the lion of the Mediterranean.'"

"All hands were called to work ship on know."

board the man-of-war and kept at their stations all day and all night. The maintop-gallant yard was carried away and the force of the wind was such that the topsails burst, but still the great sea monster cracked on and when morning came the Leopard was hull down astern." "You mention our war with France," remarked a civilian present. "That little scrimmage - now almost forgotten - could hardly be called a war, could it?'

"Well, I don't know," replied the first lieutenant, "I should call it a pretty fair imitation of one, It lasted two and a half

years, and besides practically annihilating the French commerce in the West Indies, we captured eighty-four armed French vessels, men-of-war and privateers, mounting between five and six hundred guns. "In that war the American frigate Boston took the French corvette Berceau. The Boston was slightly superior in power to the Berceau and she made the Frenchman such a wreck that it was hardly possible to get the prize to port before she sank. The French frigate Vengeance was tackled by the old Constellation, and, though the American was considerably inferior in number of guns, weight of metal throwr and number of crew, she inflicted heavy dam-

age upon the Frenchman, killed and wound ed 110 of her crew and silenced her guns. Fighting Against French Vessels. "There was Truxton's victory, too, of which sailors still sing—the victory in which the Constellation walloped the tar out of the French frigate Insurgent and once missed him from his accustomed place, and, on inquiring the cause, was concerned took her a prize into port, though she was took her a prize into port, though she was nothing but a sheer hulk when Truxton got through shooting at her.

"Though our men-of-war mostly confined their activities to the West Indies in the war with France our privateers went far afield and were tackling French ships in all quarters of the world. The American should be a simple of the sheet of the sheet on its brick floor with a badly swollen leg. nothing but a sheer hulk when Truxton got through shooting at her.

"Though our men-of-war mostly confined their activities to the West Indies in the war with France our privateers went far afield and were tackling French ships in all quarters of the world. The American privateer Louise fought all one afternoon off Algedras, on the coast of Spain, with a fleet of French vessels which had come out to capture her. The Rock of Gibraltar was thronged by thousands

SHPS in triumph into Gibraltar and the whole rock rang with hearty British cheers for the victorious American.
"Oh, yes, the fight with The control of the c rock rang with hearty British cheers for the victorious American.

"Oh, yes, the fight with France, though entirely a naval one, was a pretty fair imitation of a war."

"Few people realize," remarked a lieu-tenant, "how many wars, big and little, the United States has waged. At An-napolis you can see the captured French ensign of the Berceau. At Annapolis, or at West Point, you can see captured British, French, Mexican and Spanish banners. The flag of the Tiger Hunters, the King of Co-

flag of the Tiger Hunters, the King of Co-rea's picked corps, is at Governors' Island, a relic of 'our little war with the heath-ens,' and I suppose somewhere in this country are captured Chinese and Filipino flags, and possibly standards of other races taken in battle.

"Do you know we had a war with Japan once? Well, we did. The mikado, father of the present emperor, had just shaken off the tutelage of the shogun and taken affairs into his own hands. He had issued an order for all foreigners to quit the country and for the closing of the ports. country and for the closing of the ports.
to this our minister to Japan, Mr. Pruyn,
replied that 'even to propose such a measure is an insult to my country and equivaent to a declaration of war.

The Wyoming in Japan. " 'War be it,' said the Prince of Choshiu, a powerful vassal of the mikado, and he fortified the straits of Shimonoseki, con-

necting with the inland sea, and assembled a fleet of three gunboats-European built vessels, armed with the latest guns-and heavily manned by hardy Japanese sailors. "Then, one morning, came steaming into the straits the old Wyoming, her guns shotted and her crew at quarters. In the fortifications on shore those two great vassals of the crown of Dai Nippon, the Princes of Choshiu and Satsuma, ranged beneath their banners their Samurai knights and their thousands of fighting men clad in ancient war costumes of Japan and sharp engagement sunk one and so disabled the other two that they were obliged to retire from the fight.

by the rapidity and accuracy of gunnery.

After passing the straits the Wyoming At that time the American frigates, which turned and steamed back again to the open sea, pouring broadside after broadside into the defenses on either hand as she went by. Those two now celebrated statesmen of Japan, the Marquis Ito and the Count Inoyue, fought that day under the banner of their chief, the Prince of Choshiu.
"While this was going on Yokohama was held under the guns of the Jamestown. Subsequently a combined American, British, Dutch and French expedition reduced the forts at Shimonoseki, and the mikado called it off and paid an indemnity. The Wyoming lost four killed and seven wound-ed in her gallant fight and inflicted heavy

loss upon the Japs.
"The Wyoming's fight at Shimonoseki "What could your old ballyhoo here do salling on the wind, matched against my beauty of a frigate over there? he asked with scorn.

"Bet you anything you like I can beat"

"Bet you anything you like I can beat"

"The word was Japan's first armed contest with a western power, and, dramatically enough, it was at Shimonoseki that the western powers forced Japan to relinquish the fruits asked with scorn.

"Bet you anything you like I can beat you on the wind, or off the wind, or on any point of sailing you may mention,"

It was at Shimonoseki that the western powers forced Japan to relinquish the fruits of her war with China, and it was in these same waters, almost within sight of Shimonoseki, that Japan gained her great viconoseki, that Japan gained her great vic-tory over the fleets of Russia." "Well," said the paymaster, "we seem to have drifted rapidly from racing men-ofwar to wars forgotten, which reminds me that as late as 1823 we carried on rather extensive naval operations against the pirates of the Spanish Main.

Battles With Pirates.

"I remember my grandfather, who saw service there, telling me tales of old Domingo, who was a sort of an admiral of the pirates and an old rufflan. Once he captured an American ship and found on board letters to the naval officers serving the squadron operating against the pirate fleet. Domingo forwarded the letters to the commander of the American fleet with the message that he could not think of deprivcommanders dined together on board the former's ship that night, and it is barely possible that Talbot sampled some of the boasted Madeira of his British friend.

The pirates were a power in those days, stood in with the French and Spanish colonists, and were not on such had terms onists, and were not on such had ter with the European governors. The other nations of the world seemed to be inclined

to let them go, and if we had not stepped in the pirates would soon have established themselves in such force on land and sea that the story of the piratical Barbary States would have been repeated over again in the West Indies. We sent a powerful fleet to fight the pirates, and it took three years to exterminate them.

"In that war Perry, the hero of Lake Erie, died of yellow fever, and Farragut was actively employed. In his journal the future hero of Mobile bay had set down the story of how once when does set the head."

story of how once, when deep in the bush with a small landing party in search of a pirate's lair, he heard a noise in the rear as of a large force advancing. Facing his men about, Farragut made an impassioned speech to them, exhorting them to die, but never surrender, and charged the enemy, which turned out to be an army of thou-sands of great land crabs making their way through the jungle with a huge clapping of their leprous claws."

Woman in Quotations.

From the Pall Mall Gazette. Consideration of the "man" in quotes reminds me that "woman" has got into them also. The women who put themselves in the cart, in Hyde Park, and elsewhere, and talk about "woman," adumbrate a sort of woman that one has not hitherto quite known. Woman, uncertain, coy, and hard to please. or ministering angel, is classed. Likewise, the Rev. Edward Bull's notion of womanthat God made her for the use of man, and for the good and increase of the world-is tolerably familiar. And the woman that the lovelorn prince—he was still a bit off his head, perhaps—so prettily assured the "advanced" princess, should set herself to a man, like perfect music unto noble words
—there is no occasion to put her into
quotes, either. Theoretically, at any rate,
she is comprehensible. The "woman" of the increase of the world is to be no concern of hers, and the Rev. Edward would have a bad time with her. Ministering angel, quotha! "Woman's" notion is to be prime minister—prime minister in capitals, who knows? Let her get upon voting equality with man, and into what of place or power will she not be prepared to vote herself? Well, of "woman" in quotes it is well that a mere man should not be too predicatory, because, after all, you cannot put all wom-en into quotes, and "woman" is not going to take the eternal comedy of sex off the bills altogether, yet awhile. "Woman" might come by her ends, but there would, I take it, always be women enough to enable man to regard even such a catastrophe with composure.

About Florence Nightingale.

From the London Telegraph. An interesting paper on Romsey and the road to Southampton appears in this week's number of "Notes and Queries." which contains a pleasant story of the first patient treated by Miss Florence Nightingale, of Crimean war fame. Her father was the proprietor of Embly Park, two and a half miles from Romsey, on the Salisbury road, and here she passed her childhood and youth, endearing herself to the villagers of Wellow by many acts of kindness.

Robert Snelgrove, a shepherd, a lonely old man, lived with his dog Captain. One day, being with his sheep, he was accosted and bathed the dog's foot with her own handkerchief until the swelling had decreased. She continued her ministrations, going daily to the cottage to tend the sheepdog until her first patient was restored whole to his delighted master and to the sheepfold. The old shepherd has long gone to his rest in Wellow churchyard, and the dog lies close outside in an adjacent field.

"Pin Cushion" Times.

PLANS FOR BIG WARSHIP. Board Appointed by the Secretary for

Their Consideration. Secretary Bonaparte has appointed a poard consisting of the assistant secretary of the navy, the engineer-in-chief of the navy, the chief of the bureau of ordnance, the chief instructor of the navy, Capt. John P. Merrill, Capt. Raymond P. Rodgers and Capt. Richard Wainwright to consider the designs and plans submitted to the Navy Department for the new battleship, including both those submitted by private persons and by the board of construction. The board is to select from the designs and plans submitted the one which, in its judgment, is calculated to comply with the terms of the act of Congress, and to report on its selection to the department, if prac-ticable, not later than November 20.

Their Use.

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Week days, 2.57, 5.00, 6.30, 7.00, 7.20, 8.00, \*3.80, 9.30, 9.30, 10.00, 11.00 a.m., 12.00 noon, 12.05, 1.00, 2.00, 8.00, 4.00, 4.45, 5.00, 5.63, 5.80, 6.00, 6.30, 7.00, 8.00, 10.00, 10.35, 11.30, 11.35 p.m., 8undays, 2.57, 7.00, 7.20, 8.30, 2.00, 10.00, 11.00 a.m., 1.00, 1.15, 3.00, 3.30, 5.00, 5.30, 6.30, 8.00, 10.00, 10.35, 11.30, 11.35 p.m.

WESTWARD.

CHICAGO & NORTHWEST, \*11.00 a.m., \*5.30 p.m.

p.m., CINCINNATI, ST. LOUIS and LOUISVILLS, 10.05 a.m., \*4.05 p.m., \*12.45 night, PITTSRURG, \*11.00 a.m., \*9.10 p.m., \*12.40 ngt, CLEVELAND, \*9.10 p.m. COLUMBUS, \*5.30 p.m., WHEELING, \*10.05 a.m., \*5.30 p.m., WINCHESTER, 8.35 a.m., †4.05, †5.00 p.m. ANNAPOLIS, week days, 8.00 a.m., 12.05 noos, 1.45 and 6.00 p.m. Sundays, 8.30 a.m., and 5.39 p.m. 4.45 and 6.00 p.m. Sundaya, 8.30 a.m. and 5.39 p.m.

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FREDERICK, †8.85, \$9.15, \$10.05, †11.00 a.m., \$1.15 †4.05, †5.30 p.m.

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mh8-tf-64

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Effective May 27, 1906.

Notice.—These departures are given as information, as well as connections with other companies, but arrivals and connections are not guaranteed.

4:20 a.m. daily—Sleeping Car New York to Jacksonville, Fia. Through coaches Washington to Jacksonville, Fia.; New York to Port Tampa, Fia., via Jacksonville; New York to Augusta, Ga.; New York to Charleston, S. C.; Washington, D. C., to Wilmington, N. C. Through coaches Washington to Jacksonville. UNEXCELLED DINING CAR SERVICE.

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Buffet Parlor Car to Harrisburg. 10.50 A.M. dally. MAIN LINE EXPRESS.-Pullman Buffet Parlor Car to Harrisburg. Parlor Cer Harrisburg to Pittsburgh. Pennsylvania Railroad Dining Car Harrisburg to Altoons. 12.01 P.M. daily. THE PENNSYLVANIA LIM-ITED.-Pullman Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Chicago, Cleveland, Toledo, Detroit, Cincinnati, Indianapolis and St. Louis. Buffet Parlor Car to Harris-

burg. 2.00 P.M. daily. ST. LOUIS LIMITED .- Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Indianapolis, Louisville and St. Louis. Buffet Parlor Car to Harrisburg.

8.40 P.M. daily. PENNSYLVANIA SPECIAL (18 hours to Chicago).-Puliman Sleeping, Dining. Smoking and Observation Care from Harrisburg to Chicago. Sleeping car to Harrisburg. 8.46 P.M. daily. CHICAGO AND ST. LOUIS EX-

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Car to Chicago. 1.40 P.M. daily. CLEVELAND AND CINCINNATI EXPRESS .- Pullman Sleeping Oars Washington to Harrisburg and Harrisburg to Cleveland, Barberton and Cincinnati. Dining Car. 10.40 P.M. daily. PITTSBURGH SPECIAL-

Pullman Sleeping Car to Pittsburgh. Dining Car Altoona to Pittsburgh. 10.40 P.M. daily. PACIFIC EXPRESS.-Pullman Sleeping Car to Harrisburg and Harrisburg to Pittsburgh. Connects for Cleveland and Toledo. 5.50 A.M. daily. BUFFALO DAY EXPRESS. with through Buffet Parlor Car and Coaches to

Buffalo, via Emporium Junction. 7.50 A.M. for Erie daily, Canandaigus, Rochester and Niagara Falls daily, except Sunday. 10.50 A.M. for Renovo daily, and Elmira weekdays. For Williamsport daily, 3.40 P.M. 7.15 P.M. daily. BUFFALO NIGHT EXPRESS. with through Sleeping Car and Coaches to Buf falo, via Emporium Junction.

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7:35 a.m. Daily. Local for Harrisonburg, Warrenton, Danville and way stations.

10:51 a.m. Daily. Washington and Florida Limited. Through coaches and sleepers to Columbia, Savannah and Jacksonville. Dining car service.

11:15 a.m. Daily. United States Fast Mati. First-class coaches and sleeper to New Orleans. Dining car service.

4:01 p.m. Week Days. Local for Harrisonburg and way stations on Manassas branch.

4:55 p.m. Daily. Local for Warrenton, Charlottesville and intermediate stations.

7:30 p.m. Daily. Local for Warrenton, Charlottesville and intermediate stations.

7:30 p.m. Daily. New York and Atlanta Eggress. First-class coach to Atlanta, sleeper to Columbus, Ga.; Sunset tourist sleeper Washington to Sas Francisco Mondays, Wednesdays and Fridays.

9:50 p.m. Daily. New York and Florida Express. Through coaches and sleepers to Columbia, Savannah and Jacksonville. Sleepers to Augusta and Port Tampa. Dining car service.

10:00 p.m. Daily. New York and Memphis Limited (via Lynchburg). First-class coach and sleepers to Roanoke, Knoxville, Chattanooga and Memphis; sleeper to Biru ugham and New Orleans. Dining car service.

10:45 p.m. Daily. Washington and Southwestern Limited. All Puliman train; observation car to Atlanta and Macon; club car to Atlanta, sleepers to Nashville. Atlanta, Macon, Birmingham and New Orleans. Dining car service.

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6:25 P.M. DAILY-Seaboard Express—Solid train
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2.00 P.M.—OLD DOMINION EXPRESS. daily.—
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parlor cars to Virginia Hot Springa and Rouseverte. Pullman sleepers Himon to Louisville,
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